

REMARKS

This Amendment is in response to the Office Action dated July 30, 2007, in which claims 1-27 were rejected. Applicant would like to Examiner for the indicated allowable subject matter in claims 3, 6-10, 13, 18-21 and 26. Applicant respectfully requests reconsideration and allowance of all pending claims in view of the above-amendments and the following remarks.

I. DRAWINGS

Figure 1 is amended as suggested ion the Office Action to include the label, "Prior Art".

II. CLAIM REJECTIONS UNDER §112

Claims 1-27 were rejected for minor informalities. These claims are amended to correct the informalities identified in the Office Action.

Claims 1-26 are amended to replace each instance of "the said" with --said--.

Although not specifically objected to in the Office Action, claims 7, 8 and 14 are amended to replace "and/or" with phrases such as "at least one of ... or"

Regarding the objection to claims 2 and 27, claim 1 specifically provides for "at least one assembly," therefore allowing one assembly or more than one assembly. Claims 2 and 17 are consistent with claim 1. In addition, claims 2 and 17 are amended to more clearly refer to the "at least one assembly" referred to in claim 1.

Claim 15 is amended to change "materials" to --at least one material--. There is no requirement to specify any particular number of materials. The claim is definite in that the at least one material belongs to the claimed group.

III. THE PRESENT APPLICATION

The present application is based on a new approach of guiding a first element of a stroller along a second element, during folding and unfolding.

The first element, according to an exemplary embodiment of the application, is a push arm, and the second element is a front strut. The invention can be applied to other elements.

According to prior art, guiding is controlled through intermediate plastic elements (this is the case in CHEN, for example), and the first and the second elements are tubes.

The novelty of the present application, in the case of the embodiment discussed above, is to make the push arm directly guided by the front strut, so as to allow removing such intermediate elements between the push arm and the front strut. This apparatus has several advantages:

- there are less elements for mounting the stroller;
- it is possible to have no space between the sliding elements (avoiding risks of finger trappings);
- efficiency of the guiding (acting on a long part of the elements);
- providing for new designs (the elements are no more tubular).

To obtain this result, both the push arm and the front strut (or more generally the sliding elements) are specifically, and non-obviously, designed such that:

- the first element is provided with at least one rail; and
- the second element is provided with at least one slide, cooperating with the rail(s).

According to the present disclosure, a rail is a female element in which a slide is guided (see figures 3, 4 and 6). The result of this assembly is that the guiding is controlled in a direction parallel to the push arm and the front strut, but is not possible in other directions. The push arm and the front strut are held together due to the rail(s) and slide(s), without necessitating any other intermediate element (see p.13, l. 16-20).

As shown in section V below, the terms “rail” and “slide” when used together as an apparatus have well-known and common meanings within mechanics, which are consistent their use within the present application.

IV. CLAIM REJECTIONS UNDER §102(b) and §103(a)

Claims 1-2, 4-5, 14, 16-17 and 22-25 and 27 were rejected under §102(b) as being allegedly anticipated by CHEN et al., U.S. Patent No. 6,276,709.

Claim 11-12 and 15 were rejected under §103(a) as being unpatentable over CHEN et al., U.S. Patent No. 6,276,709.

The Examiner considers that claim 1 is not new in view of CHEN. However, this is not correct if claim 1, and particularly the term “rail” and “slide” are interpreted correctly.

As a matter of fact, CHEN disclosed a classical stroller, similar to the prior art shown in figure 1 of the discussed application.

The push arm and the front strut are tubular elements, and they do not provide for any rail or slide.

Therefore, the assembly and the guiding is made classically by intermediate element 9, and there is a space between the push arm and the front strut (see fig. 2).

Neither the handle 20 nor the front leg 10 of CHEN can reasonably be considered as a “rail/slide” (as those terms are known in the field of mechanics), even if the positioning base 30 and its passage 31 are considered as part of the assembly. Passage 31 cannot be considered to be a “rail” under the well-known meaning of that term in the context of a rail/slide assembly.

CHEN provides a person of ordinary skill in the art with no reason to try an assembly comprising a rail and a slide, wherein the slide is designed to slide in the rail.

Accordingly, claims 1-27 are not anticipated by or obvious in view of CHEN.

VI. THE TERMS “RAIL/SLIDE” HAVE CLASSICAL, WELL-KNOWN MEANINGS IN MECHANICS WITHIN THE CONTEXT OF THE PRESENT APPLICATION THAT ARE INCONSISTENT WITH THE APPARATUS USED BY CHEN

Although it is true that the individual terms "rail" and "slider" can have several meanings, the description and drawings of the present application still nevertheless impart meaning that must be given to them when construing the claims, which would be easily understood and applied by a person of ordinary skill in the art.

This is all the more true since this meaning is the one that is the most common, when the terms "rail" and "slider" are associated with one another.

A. Description and Drawings

Indeed, in light of the description and drawings of the patent application, the rail is an open female element that serves to maintain and guide a translation movement. Such an acceptance of the term "rail" is common in varied fields of mechanics, such as for example curtain rods, fall-prevention devices, upper works equipment, etc.

The slider is however a male element that is mobile in translation, maintained and guided in an open guiding element (the rail).

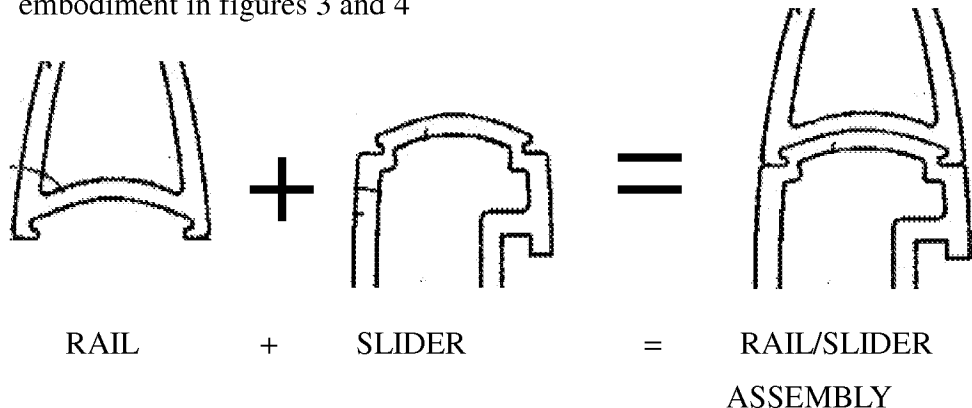
This stems directly, for those skilled in the art, from figures 3, 4 and 6 in particular.

A person of ordinary skill in the art, when reviewing the present application, would recall that a rail / slider assembly is traditionally portrayed schematically, in a sectional view, in the following way:

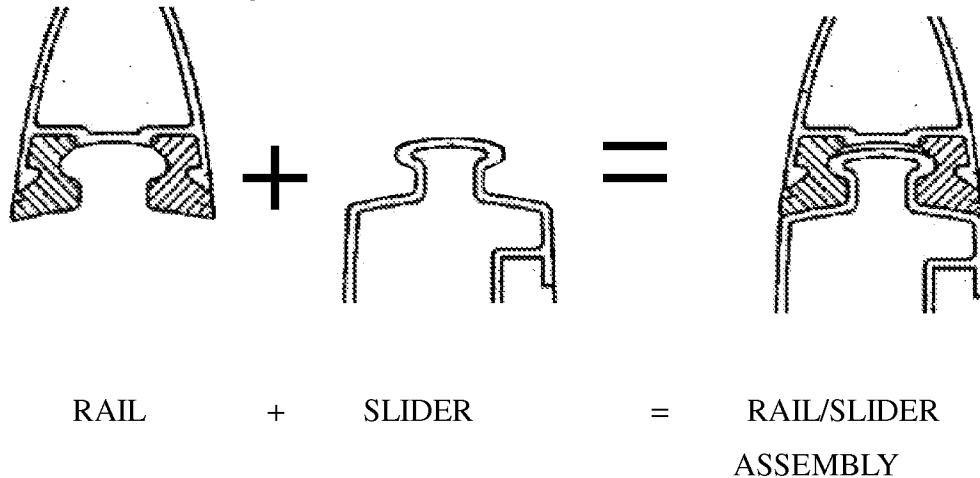


It is of course not necessary to mention, for those skilled in the art, that this corresponds, in the case of the embodiments of the present application, to the following structures:

- embodiment in figures 3 and 4



- embodiment in figure 6



The terms “rail/slide” (or “rail / coulisseau” in French) therefore clearly and not ambiguously refer to apparatus such those shown above, which can be contrasted to that used by CHEN.

B. **Use of the Terms Rail and Slide in Mechanics**

The terms “rail” and “slide” are associated with one another in a variety of technical fields. As can be seen from the following reference, the terms “rail/slide”, as would be understood by a person of ordinary skill in the art, are inconsistent with the apparatus used by CHEN.

○ **generally, in mechanics:**

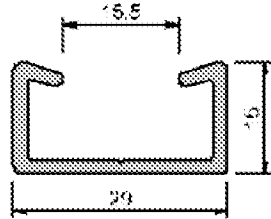
Example of a rail and slider catalogue:

LETRONA Catalogue: "Standardised rails and specialised parts"

<http://www.letrona.ch/dokumente/Dokumente/letrona/News/Normschienen> Internet.

pdf

Example of a rail:



Befestigungsschiene LPC 29

Gewicht ca. 340 g/m

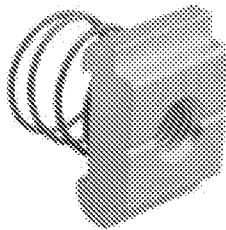
Originalverpackung 144 m

Rail de fixation LPC 29

Poids env. 340 g/m

Emballage original 144 m

Example of a slider



Federnutensteine

AL/Chromstahl

Coulisseaux à ressort

AL/acier chromé

LWN.4 M4

LWN.5 M5

LWN.6 M6

LWN.8 M8

zu Profil LPC 29 / LPC32

pour profilé LPC 29 / LPC 32

A copy of this catalogue is enclosed, which clearly shows that the terms "rail" and "slider" are used in an official and standardized manner in the field of mechanics.

Copies of examples in other technical fields can also be provided if requested by the Examiner.

C. **Use of the Terms "Rail" and "Slider" in Patents**

Furthermore, the association of the terms "rail" and "slider" has also been used in the field of patents, in a variety of technical fields.

As such, by way of example, it can be found in French patent document (translated to English) (copy enclosed herewith):

- FR-2 791 622: "vehicle central console"

Abstract

In a vehicle comprising a passenger compartment (10) delimited in the front by a window screen (14) and underneath by a floor (38) and including a dash board (18) placed below this window screen, a central console (20) is provided **mounted on a slider (28) that is mobile along a rail (30)** fixed to the floor of the vehicle and extending towards the front of the vehicle up to the front firewall (48) as well as towards the rear to the last lines of the seats (26). The console also contains in particular electrical equipment, such as a GPS unit, powered by energy from the electrical energy production unit of the vehicle (40).

Applicant can submit additional examples if requested by the Examiner.

As can be seen from these references, the terms "rail/slide", as would be understood by a person of ordinary skill in the art, are inconsistent with the apparatus used by CHEN.

The Director is authorized to charge any fee deficiency required by this paper or credit any overpayment to Deposit Account No. 23-1123.

Respectfully submitted,
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